33. (Original) The method according to claim 30 further comprises modify control routines of the of the Stores Control Computer installed in th vehicle to effect automatic and semi-automatic sequencing of the fuel from the fuel containers of the extended external fuel stores configuration.

34. (Original) The method according to claim 30 further comprises upload elements constituting the at least one external extended fuel stores confi on an aerial vehicle in order to enable the performance of a mission re substantially large quantities of fuel.

35. (Original) The method according to claim 30 further comprises preserv original functionality of the functionally modified "pseudo-wet" stores stati

36. (Original)The system according to claim 1 wherein the externally mounte Transfer Kit includes extension fuel lines and extension compressed air lir a variety of gauge sizes.

REMARKS

The application currently contains claims 1-6, 8-12 and 16-36. Claims 7 an have been cancelled with prejudice.

DRAWINGS

Examiner states that some of the features in the claims are not showr drawings. However, aircraft vehicle is provided in figure 1, and the uninhabite vehicle, civilian aircraft and multi-role rotary-wing aircraft are all examples aircraft vehicle. There is no requirement to shown in the drawings any type of exa features disclosed in the claims.

The term "projectiles" is not new and is not a feature of the invention. C discloses a use of the externally mounted Stores Transfer Kit. The projectiles are

of the system or part of the subject matter. The term "electronic countermeasures' be handled similarly. As a result, claims 28 and 29 should not be objected under 1.83(a).

Claims 7 and 13-16 that disclose the terms "external fuel container" and "I have been cancelled with prejuduce to conform to the original drawings.

CLAIM OBJECTION

According to the examiner's request on clause 3 of the office communicatic December 2, 2008, Applicant amended the typing mistake of claim 7.

CLAIM REJECTIONS – 35 USC 112

The application contains claims 1-31. Claims 28-30 have been cancelled. has been amended.

As to claim 1, the single functionality external fuel tank carrier pylon is pylon, in addition to the dual functionality external fuel tank carrier pylon tl supports fuel transfer of the single functionality pylon.

As to claim 10, it now depends on claim 8 and can be any military aircraft such that the claim is clarified.

As to claim 11, it now depends on claim 1, such that the civilian airc limitation that provides an example of the aerial vehicle.

As to claim 12, it now depends on claim 1, such that the multi-role rota aircraft is a limitation that provides an example of the aerial vehicle.

As to claims 13 and 15, they have been cancelled with prejudice to confo the original drawings.

Antecedent basis in claims 2-4 and 24 have been corrected.

CLAIM REJECTIONS – 35 USC 103

The Examiner rejected claims 1-29 under 35 U.S.C. 103(a) as being anticip Arnold, US patent number 4,790,350 (hereafter Arnold), in view of Grafwalh

patent number 5,660,358 (hereafter Grafwallner) and Walker, US patent 4,589,615 (hereafter Walker). Applicant hereby traverses the Examiner's statemen

The examined application provides for an apparatus and method that addition of fuel stores to an aerial vehicle and connection of the added fuel store fuel system of the aerial vehicle. Such fuel stores are carried by pylons that connected to the fuel system of the aerial vehicle, for example pylons used for c weapons. The connection is enabled by the dual functionality external fuel tank pylon. The external fuel stores of claim 1 are the fuel tanks added to the aerial The addition may be performed by connecting the external fuel stores to the Transfer Kit (STK) connected to fuel system of the aerial vehicle, for example cor to the wing of the aerial vehicle. The fuel from the added fuel stores is transmitte fuel system of the aerial vehicle via the external fuel lines (see the last prong of c The term "external" means that the fuel line is not part of the original fuel syster aerial vehicle that comprises built-in fuel tanks and fuel lines. The system of cl mainly adapted to provide fuel from the added fuel stores to the fuel system of th vehicle.

The system disclosed in claim 1 is significantly distinguished from the p cited in the Office Action. Arnold provides for a pylon P and a fuel tank co thereto. The pylon P is connected to the wing that contains fuel pipes that provid the engine of the aerial vehicle. As a result, the fuel tank of Arnold is connected to the fuel system of the aerial vehicle. Such connection is known and is conventional fuel systems in aircraft vehicles. The examined application disclo stores that are not part of the fuel system and connecting the added fuel stores to system.

Grafwallner provides for fuel transfer between fuel tanks. Grafwallner d disclose a system that allows addition of fuel stores on the aircraft vehicle and cor the added fuel stores to the fuel system of the aircraft vehicle, neither is the coml of Arnold and Grafwallner. The addition of Walker does not provide for such con The fact that there are two pylons in an aircraft is not new, and is not claime examined application.

The connection between the added fuel store mounted on a pylon to an fuel system cannot be implemented by Walker that provides for two missiles mou pylons. Even if a person skilled in the art would convert missiles to fuel tai connection between the added fuel tanks is not disclosed in Walker, which only p for a Pylon and a fuel tank or missile, not connection of the fuel tank to the fuel Further, none of the cited references provides for connection of additional fuel which are not part of the original fuel stores but added to pylons of the aerial vel the fuel system of the aerial vehicle, such that they provide fuel directly to i system.

None of the references cited by the examiner disclose limitations such as "; fuel line is located externally to the aerial vehicle and connected to an existi system of the at least one aerial vehicle", "external fuel tank, carried by a py connected to the fuel system of the aerial vehicle, is enabled to provides fuel dii the fuel system of the aerial vehicle", "the newly added fuel tanks provide fuel to the fuel system of the at least one aerial vehicle", and "transferring fuel betwee added fuel tanks carried by pylons that are not connected to the fuel system of th vehicle to dual functionality fuel tanks pylon mounted on an existing external fuel

The independent claims are non-obvious since they depend on claims 1 and contain limitations that are not disclosed in either of the references cited by the ex for example the movement guidance bars that provide rigid track using wh ordnance units can be transferred.

Examiner is hereby requested to allow the claims.